

CLASSIFIED MESSAGE

DATE

2235Z 09 OCT 62

S E C R E T

ROUTING			
1	C/DD	4	AD/CSA
2	TAES	5	RB
3	DDR	6	

ZEIAT

OPERATIONAL IMMEDIATE

TO : DIRECTOR

FROM : [REDACTED]

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR: 2303Z 09 OCT 62

IN: 51384

TO : OPIM [REDACTED]

INFO

CITE [REDACTED]

1. FLIGHT 38 AIRBORNE AT 1149 9 OCT 62 PILOT LOU SCHALK. TOTAL FLIGHT TIME 29 MINUTES. TAKE-OFF WAS MADE AFTERBURNING ON BOTH J-58 AND J-75 BREAKING GROUND AT APPROXIMATELY 5000 FT. CLIMBOUT WAS MADE ON AB TO 23,000 FT. AT WHICH TIME EXCESSIVE TURBINE INLET TEMPERATURE WAS NOTED SO ENGINES WERE RETARTED TO MILITARY AND TRIMMED TO 1040 DEGREES TIT. THE AFTERBURNERS WERE THEN RELIT AND AIRCRAFT CLIMBED TO 40,000 FEET AND M.9 AND THEN ACCELERATED TO M1.29. THIS CONCLUDED THE HIGH SPEED PORTION OF THE FLIGHT. THE ENGINES WERE THEN THROTTLED TO WHAT WAS PRESUMED TO BE FLIGHT IDLE FOR AN IDLE DESCENT. HOWEVER, ON FINAL APPROACH IT WAS DISCOVERED THAT THE THROTTLE A WAS HANGING UP AT A POINT ABOVE IDLE. THIS STICKING CONDITION HAS PREVAILED FOR SOME TIME ON THE J-58 AND APPEARS TO BE A PROBLEM WITHIN THE FUEL CONTROL UNIT. [REDACTED]

[REDACTED] IS INVESTIGATING THE PROBLEM WHICH SEEMS TO BE TOO STEEP A CAM ANGLE AND WILL PROBABLY REQUIRE RECUTTING SOME CAMS. THE PILOT ALSO NOTICED THE VIBRATION OR FLUTTER OF THE ENGINE NOZZLE AS NOTED PREVIOUSLY ON THE TEST STAND AND ON THE FIRST FLIGHT OF GROUP 1 THE J-58.

S E C R E T

EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

S E C R E T

25X1

[REDACTED] (IN 51384)

PAGE TWO

2. THE SECOND FLIGHT SCHEDULED FOR TODAY WAS CANCELLED DUE TO THE ABOVE DIFFICULTIES. THE NACELLE WILL BE OPENED TOMORROW TO CHECK AND REPLACE THERMOCOUPLES IF NECESSARY. P AND W DESIRES TO LOCKOUT THE HOO HOO VALVE TO ATTEMPT TO ALLEVIATE THE NOZZLE FLUTTER BUT THIS WILL REINTRODUCE THE THRUST DISCONTINUITY IN THE ENGINE IN THE APPROACH AND LANDING REGIMES.

3. SHOULD EVERYTHING STAY ON SCHEDULE THE NEXT FLIGHT IS SCHEDULED FOR THURSDAY 11 OCT.

4. AIRCRAFT NUMBER 3 IS SCHEDULED FOR FIRST FLIGHT AT 1400 9 OCT.

END OF MESSAGE

S E C R E T